



**OLD AGE AND A DOWNPOUR** combined to create the havoc Thursday night's lightning and rain storm. Left photo shows City Building Inspector C. H. Boniols pointing to damage to ceiling in the city council chambers, located directly above the first covered the hole in the ceiling Thursday night and rigged up the makeshift tarp shown draped over the ladder. Water still seeped through the floor and ceiling below to form puddles in the basement, a condition oldtimers say must be put up with many times during each rainy season.—(Staff photos.)

### Early Oregon Law Required Each Male To Work On Road

By RALPH WATSON  
Oregon Highway Department  
Did you ever hear that when the state was young every male between the ages of 21 and 30 years of age except persons who are public charges or too infirm to perform labor had to do two days' work on the public roads of the county in which they lived, or pay \$2 for every \$2,000 of taxable property they owned or go to jail and serve it out.

That was what the legislature of 1860, (the first legislature under state government) decreed. That same session slapped a \$5 poll tax on "every negro, chinaman, kanaka or mulatto for the use of the county within which he may reside." The county clerk issued a receipt which was intended to be "a protection to such taxpayer from again paying the same or any other county." Failure to pay put the delinquent in jail and at work on the public roads of the county at the rate of one day of "faithful labor" for each 50 cents included in the total \$5 tax.

Back in those rugged days the county court divided the county up into road districts and appointed a road supervisor in each. The supervisor made "an alphabetical list of all persons liable to perform labor on the public roads" within his district on or before March 15 of each year and gave the list to the county clerk. He "affixed to each name the amount of taxable property owned by each." Then the supervisor notified each property owner to get busy "at 8 o'clock a.m." at a definite date and place and "give one day of work for each and every \$2,000 assessed for state and county purposes" or pay \$2 for each day so charged against him, or go to the county jail.

That system rocked along from 1860 to 1889 when the legislature got still tougher and provided that "all able bodied persons" sentenced to the county jail "whether for a fine or to serve a sentence for a definite number of days" should be liable to work on the public roads, under the "full power of the county court", with the provision that those serving a definite sentence should work out the "full time" of the sentence at the rate of \$1

a day. And it was added that "not less than 8 hours shall be considered a day's labor." Any prisoner refusing to work was to be "denied all food other than bread and water until he signifies his willingness to comply", in which event he should make up for all lost time.

It was not until 1901 that the legislature authorized the counties to levy, annually, not to exceed 10 mills on the dollar of assessed values on real property within the county with which to finance county road construction.

It was not until 1919 that the legislature commenced to whittle off goodly percentages of the state highway's road user funds, originally dedicated for construction of state main highway routes alone, and divert them to be used by the counties (now 19 percent of the total) and to the cities (first 5 and now 10 percent).

These diversions, while they have materially advanced the financing of county road and city street construction, have decreased available funds for mainline state primary and secondary highways proportionately.

In the period reaching from 1917 to July 1, 1949, a total of \$9,572,828 of road user funds has been allotted to the cities of the state for their individual use in street building and upkeep, and now, under the semi-annual 10 percent allocation of the 1949 legislature, is advancing approximately \$1,500,000 additional every six months.

The counties, since 1920 (to July 1, 1949) have been allocated a total of \$62,771,101; a grand total contribution of state highway funds for local betterment of county roads and city streets, and proportionate reduction of direct property road and street taxes of \$72,343,929.

### Repair Of Port Dock Is Asked At Reedsport

At the monthly meeting of the Port of Umpqua commission at Reedsport Tuesday night, C. A. Manschreck of the Reedsport Lumber company asked that the upper end of the port dock be repaired to allow his company to make water shipments of lumber.

This section of the dock is in bad shape, and has been fenced off as unsafe, but will be repaired if it is found that the balance of the dock is not sufficient for all shippers.

The port will furnish material for a 20 x 40 foot float at the county dock in Gardiner, where small boats can be loaded and launched from trailers and cars.

Payment for the deepening of the up-river channel by the Umpqua River Navigating company was authorized, and it was reported that the dredging of the down-river channel had been contracted by the U. S. Engineers to a Seattle concern.

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### Camas Valley

Mrs. Lucy Napper and daughters, Linda and Vicki, and Miss Phyllis Watson of Kelso, Wash., have been visiting their sister, Mrs. Bruce Priest.

Mr. and Mrs. Dave Thrush and son, Dwane, left this week for a visit into Idaho.

Mrs. Jack Parrott and Mrs. A. J. Standley visited in Portland last week.

Mr. and Mrs. Everett Church and Mr. and Mrs. Joe Flora and families spent the Labor day weekend in Portland.

Mr. and Mrs. John Taylor of West Fork, Ark., are visitors in the valley.

Mrs. Noble Standley has been dismissed from the Myrtle Point hospital and is recuperating at her home here.

Among those visiting at the Bill Cunningham home this week were Mr. and Mrs. D. O. Teague and daughter, Bette June, and Mr. and Mrs. Elmer Goodrich and daughter, Joyce, all from Tacoma, Wash.; and Mrs. Bette June Barber and sons, Russell and Charles, of Salem. Bette June Teague will remain with her grandmother for an extended visit.

Irvin Thompson has been dismissed from the Veterans hospital in Roseburg, where he has spent the past several months.

Mr. and Mrs. James Combs and Mrs. A. J. Combs attended the funeral of Mrs. John A. James in North Bend Wednesday.

Word was received by Edgar Goodman that his brother, Bill, is in the Kelzer Brothers hospital at North Bend with a broken leg, that was received as a result of a logging accident near Cook Bay; and that another brother, Everett, received a back injury while swimming.

**Goodrich Company Will Advance Insurance Pay**  
AKRON, O.—(AP)—The B. F. Goodrich company announced it would advance approximately \$400,000 to cover September insurance premiums for striking employees.

The 13-day-old strike by the United Rubber Workers union has killed 18,000 men at seven Goodrich plants in seven states. Union and company officials are negotiating a new contract at Dayton, O.

**1700 DIE IN FIRE**  
CANTON, China—(AP)—Chinese press reports said that 1,700 bodies had been counted in last Friday's great fire at Chungking. The fire burned out a crowded waterfront residential and business district. Origin has not been determined but two suspected arsonists were executed Sunday.

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**RECRUITER TO VISIT**  
Sgt. Richard L. Gray of the U. S. marine recruiting office, Eugene, will be at the U. S. navy recruiting office in Roseburg Wednesday, Sept. 14, at 1 p. m. to accept applications for enlistment in the U. S. marines for either three or four years from young men 17 to 28 years of age inclusive.

**FERRY TRAFFIC UP**  
ASTORIA.—(AP)—Ferry traffic across the Columbia river here reached an all-time high over the Labor day weekend, the State highway department said. A total of 3,753 vehicles and 13,300 passengers were carried by the state ferries during the three day period.

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### Additional Work Is Promised For Boeing Aircraft

SEATTLE.—(AP)—A promise of "additional work" for the Seattle Boeing aircraft plants was announced by Air Secretary W. Stuart Symington.

The nature of the work was not amplified. The announcement was in a joint statement this afternoon by Symington and William M. Allen, Boeing president. They had been in conference most of the morning.

The announcement came after Symington had stood firm at a civic leaders' conference Wednesday night on the policy of shifting B-47 bomber production to Wichita, Kans. He had said the Seattle plants probably will get the production job for the new-type B-52 heavy bomber.

The statement reviewed the problem of curtailing procurement after the Air Force was cut from 66 to 48 groups.

It concluded: "Allen stated that while he, of course, was sorry to receive any cutback in Seattle, he did feel that under the existing Air Force procurement program this is the most satisfactory solution of the

current problem."  
One leading conferee last night called the proposed shift to Wichita as "Nothing more than a 20th century retreat from Moscow."

**Pedicure And Laquered Toenails Suit Women**  
CINCINNATI.—(AP)—About all the American woman does for her foot ailments is to get a pedicure and have her toenails lacquered, the American Congress of Physical Medicine was told.

"Such an approach is hardly scientific," said Dr. Joseph E. Brown, Cleveland, in a report to the 27th annual meeting of the congress.

"The individual with painful feet usually seeks the advice of friends and resorts to trying nationally advertised appliances, devices and shoes in greater numbers than the individual with a chronic skin disease or the balding male," he said.

Dr. Brown said one in three individuals has a "foot problem" for which something has been or is being done.

**Demand For O & C Timber Greater Than Supply**  
EUGENE.—(AP)—About 30 lumber operators in this area have filed declarations of intent with the Eugene district office of the Bureau of Land management under the new O. and C. timber sales policy, District Forester Otto C. Krueger announced.

The declarations, which are in effect statements of preference and possibly of purchase, were filed on 34 tracts. From Krueger's report, it is evident to many lumbermen that operators want to buy and cut more timber than is available from the BLM district.

Declarations were filed on tracts within the upper Willamette and Siuslaw river marketing areas and the report shows

**CONSIDERS TRAFFIC LIGHTS**  
ASTORIA.—(AP)—This town of 15,000, one of the last of its size to operate without any traffic lights, is considering installing them. A \$2,000 survey on a traffic control program has been authorized by the City council.

The all-time record steel production in the United States was 89,641,600 tons in 1944, a war year.

that while the agency has listed 82,500,000 board feet available, operators indicated interest in 123,636,000 board feet.

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